PATENT

KL-US050678

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of
Kazumasa FUKAZAWA et al.
Serial No. 10/681,253
Filed: October 9, 2003
For: BULLDOZER WITH IMPROVED VISIBILITY

Patent Art Unit: 3671
Examiner: Jamie Louise McGowan
Confirmation No. 7520

INFORMATION DISCLOSURE STATEMENT WITH CERTIFICATION

Assistant Commissioner of Patents
Washington, DC 20231

Sir:

In accordance with MPEP 609 and 37 C.F.R. §§ 1.56, 1.97 and 1.98, Applicant brings the references listed on the attached PTO-1449-Form to the Examiner's attention and request that they be considered and made of record in this application.

I hereby certify that each item of information in the Information Disclosure Statement filed herewith was cited for the first time in any communication from a foreign patent office in any counterpart foreign application not more than three months prior to the filing of this information disclosure statement.

No fee is believed to be required in view of the above certification. However, Applicant authorizes the Commissioner of Patents and Trademarks to charge payment of the Petition fee Under 37 C.F.R. §1.17(p) ***if required*** and any other fees associated with this communication or credit any overpayment to Deposit Account No. 50-1836.

Japanese Utility Model Publication 51-63032 (hereinafter "JP '032 publication") was cited in the Japanese office action issued on December 24, 2009 in a counterpart Japanese application of the present application. A copy of the Japanese office action is attached hereto. The Japanese office action appears to assert the JP '032 publication discloses a loader such as a track loader or a wheel loader including a main frame 4, an engine 5 and a radiator 8. The Japanese office action appears to assert Figure 1 of the JP '032 publication shows the engine 5 is enclosed in an engine room, and an operator's platform including an operator's seat is disposed between a front end and a rear end of the vehicle frame. Also, the Japanese Office Action appears to assert that Figure 1 also shows the engine 5 is covered by an engine cover, which is slanted downwardly toward the front end of the main frame 4. Japanese Office Action appears to assert that Figure 1 also shows the radiator 8 is disposed adjacent to the rear end of the main frame 4. Japanese Office Action appears to assert that Figure 1 also shows the radiator 8 is disposed behind the operator's platform disposed above the main frame 4.

The JP '032 publication appears to disclose a cooling device for an engine mounted on a loader vehicle, such as a track loader or a wheel loader, having a front-mounted bucket freely movable in the vertical direction to excavate and load soil. The JP '032 publication appears to point out some problems in a conventional arrangement, in which the engine and the radiator are disposed in the front portion of the vehicle, as follows: the center of gravity of the vehicle body is placed toward the front side of the vehicle, and thus, loading capacity of the bucket cannot be made larger due to a vehicle stability issue; it is difficult to operate the bucket since front visibility is not good; and noise from the cooling fan is loud. The JP '032 publication appears to disclose an arrangement in which the radiator 8 is disposed in the rear side of the vehicle to place the center of gravity of the vehicle body toward the rear side thereby improving the stability. The JP '032 publication appears to disclose an improved arrangement for the pipes 15 communicating between the engine 5 and the radiator 8, in which the pipes 15 are disposed within longitudinal through holes 11 formed in the main frame 4 via elastic members 14 with the pipes 15 being freely movable in a small amount in the longitudinal direction.

Respectfully submitted,

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